

Coast Guard Second District's

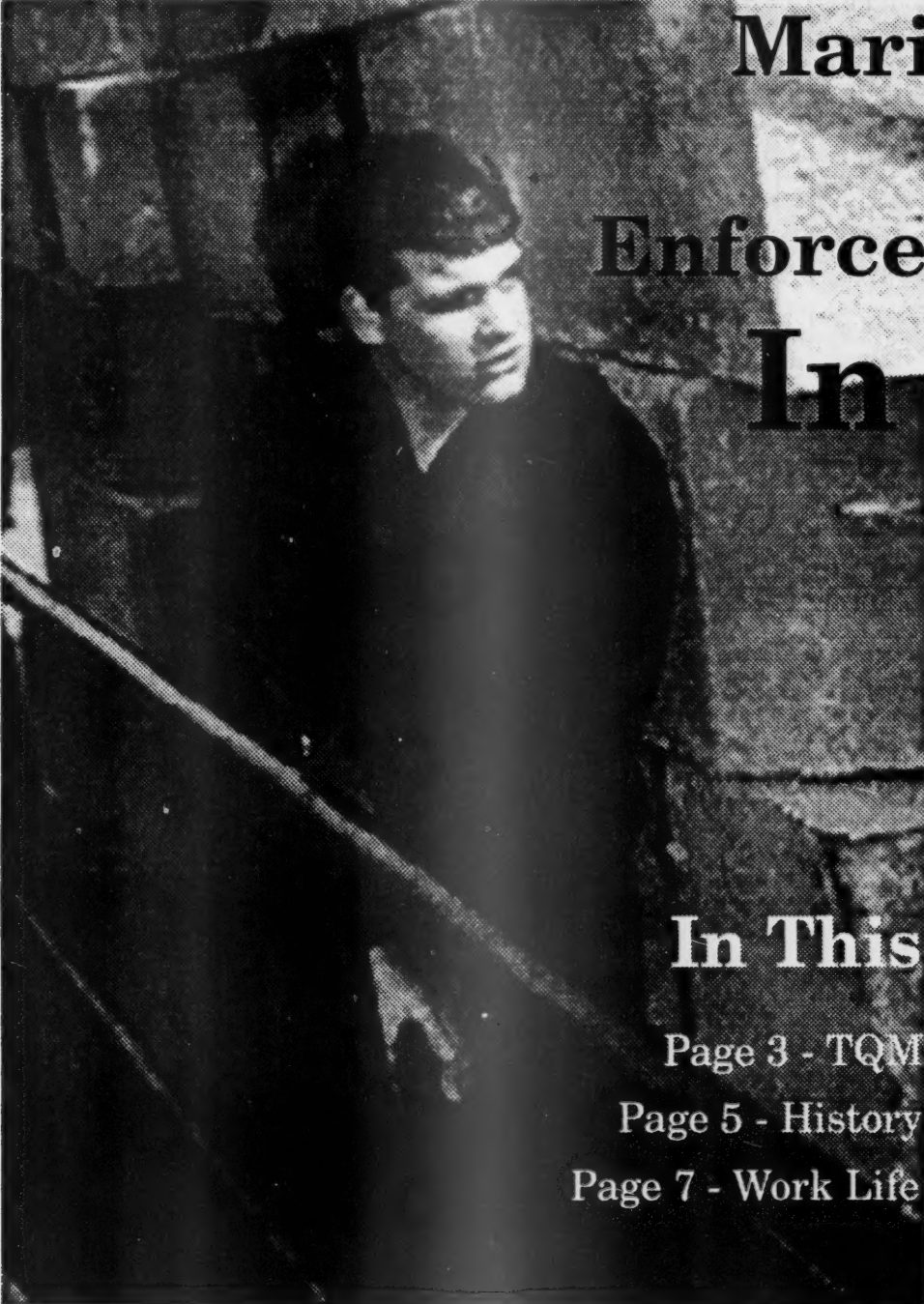
April 1993



River Currents

Serving The Guardians Of The Western Rivers

Volume 14 Issue 2



Maritime Law Enforcement In D2

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River Currents

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On The Cover

MK3 Michael O'Neill Jr. of RU Pittsburgh conducts a safety sweep on the work barge of CGC Obion, during mock boarding training at Base St. Louis in early February.



Master Chief Petty Officer of the Coast Guard R. J. Loyd shakes hands and passes a symbolic token to YN3 Shawn L. Farmer, of District Planning Division during the Master Chief's visit to the District offices Mar. 16, in St. Louis. The token is given to the newest Coast Guard enlisted member in the audience.

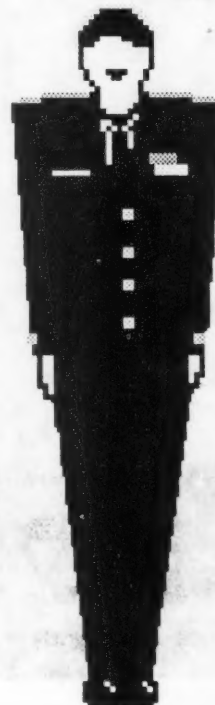
Uniform Changes

Spring is a time for change and the Coast Guard uniform is no exception.

As of June 1, the old style Men's Light Blue Short Sleeve Shirt is no longer a required shirt, and will be obsolete on Nov. 1, 1994. The New Air Force Style Short Sleeve Shirt, optional up until now, replaces it and will be required on Nov. 1, 1994.

For the officers and warrants, the Soft Shoulder Boards worn on the shirt with epaulets and the woolly pully sweater are obsolete as of June 1. Their replacement is the enhanced shoulder boards.

Also, don't get rid of those hard shoulder boards - when the old short sleeve shirt is obsolete they will still be required on the Service Dress White, Dinner Dress White and Reefer Coats.



D2 Trains For New Mission

By PA3 C. T. O'Neil
LANTAREA Public Affairs

Maritime Law Enforcement is the oldest of all Coast Guard missions. Since the establishment of the Revenue Cutter Service in 1790, the Coast Guard has continually been called upon to enforce maritime laws and treaties. Law enforcement operations account for many of the milestones in the Coast Guard's distinguished history.

Within the first ten years of its existence, the Revenue Cutter Service helped to quadruple the tariffs collected by the United States. When President Jefferson closed American ports to imported goods in 1794, the Revenue Cutter Service enforced the embargo. The prohibition years saw the Coast Guard entrenched in the Rum War, stemming the flow of alcohol into port cities. The role of port security, the Coast Guard's major mission in Desert Storm, began in 1940 when President Roosevelt invoked the Espionage Act of 1917. These are but a few of the significant events in maritime law enforcement history.

Recently, a new chapter in this history began as members of the Second District attended a two-week maritime law enforcement class. This class is the first step in the Second District's move towards a viable law enforcement program, and the first time the Atlantic Area Maritime Law Enforcement Training Team has given such a comprehensive block of instruction.

"In the Second District we recognized that we didn't have the resources to do the Coast Guard's law enforcement mission," said CAPT. Johnnie J. Johnson, Chief, Reserve Division Second District. "We're hoping, through the utilization of reserve forces under active duty command, that we can begin to have a law enforcement program here in the Second District."

Second District plans for entering the arena of law enforcement hinged upon getting personnel trained and qualified to do the job. Instead of sending people to "C"-schools one or two at a time, the idea was suggested to bring the school to the district.

"Chief Cossoboom came to me about a law enforcement training trip to St. Louis," said LT Will D. Agen, Chief, Training Teams Branch, Atlantic Area, "And said they (the Second District) were interested in starting a program. Originally there were about 20 students lined up for the class. The number mushroomed from there and was at one point up to 50."

When the final arrangements were made, 37 students stepped into the classroom at Scott Air Force Base, Ill. on Jan 25.

During the two-week class, students received

instruction in a variety of subjects including authority and jurisdiction, officer presence and verbal commands, use of force, defensive tactics, firearms training, search law, recreational boating safety, narcotics identification and boating while intoxicated enforcement.

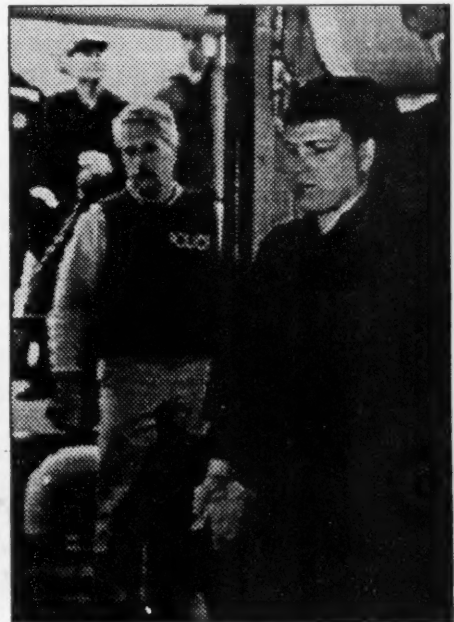
When the students weren't in the classroom, they were in the fitness center practicing defensive tactics. Pressure point control tactics, come-alongs, take-downs, handgun retention skills and expandable baton techniques must all be practiced over and over again so that the movement becomes second nature to the boarding team members.

Through this practice the students gained confidence in themselves and in the tactics they were learning. Getting "popped" with an infra-orbital pressure point left no doubt in any of the students' minds that it works.

Expandable baton techniques were drilled using padded batons and padded students as "bad guys". Even with the padding, the baton still had the desired effect.

Providing instruction in all of these areas is nothing new for the Atlantic Area Training Team. Each year the team travels the LANT area, supplying refresher training to Coast Guardsmen who are actively involved in law enforcement operations. However, this time the team needed to train people who did not have any prior boarding experience. The task required more time and instructors than are usually sent on training trips.

"Normally we send two or three instructors to train 15 to 30 people, who are active in law enforcement," said Agen. "This was a major



MK3 Michael O'Neill prepares to pursue a suspect into the engine room during a mock boarding on CGC Obion at Base St. Louis.

Continued on page 3

There's a Coast Guard in Nebraska?

By ENS Jill K. Druskis



Members of Reserve Unit Omaha on the Missouri River

If that was the Coast Guard you thought you saw trailering a boat through a corn field on their way to the Missouri River, it was probably Reserve Unit Omaha.

Reserve Unit Omaha's ATON Division provides augmentation support to CGC *Gasconade*, home ported in Omaha, Neb. Duties include working the shore aids on 60 miles of the Missouri River, providing qualified watchstanders and OOD's and providing specially skilled individuals such as electricians and welders upon request.

In the 1992 season RU Omaha provided a crew to work 12 lighted aids on Lake Sakakawea, North Dakota. This was the first instance of the Reserves completing this task independently.

"It will be a necessity, not a luxury, for RU Omaha to work even more aids to navigation for the *Gasconade* in the 93 operations season since we are going into the shipyard next spring," BMCM Dan Dunn, OIC of the *Gasconade* said. "It would be a detriment to the *Gasconade's* Mission, as well as a risk to public safety, if Reserve Unit Omaha were not to provide the augmentation support they do."

River Operators Get A Voice

by PA2 W. Scott Epperson

Lower Mississippi River pilots got the chance to voice their concerns about conditions on the rivers to federal officials at a one-day conference in Memphis, Tenn. The Lower Mississippi River Commission, an organization of pilots and representatives from various barge and tow companies in the Lower Mississippi river region, hosted the L.O.M.R.C./Coast Guard/Corps of Engineers Conference, Feb. 26, to give those pilots that

chance.

The conference brought together pilots from 13 companies, officials from the Army Corps of Engineer's Vicksburg, Miss., Memphis and St. Louis districts and representatives from the Coast Guard's Second District, Groups Upper and Lower Mississippi River, St. Louis and Memphis Marine Safety Offices, Marine Safety Detachment Greenville Miss. and Officers in Charge from eight Coast Guard river buoy tenders.

According to LT Steven Custer, Executive Officer of Group Lower, the purpose of this yearly meeting is to foster communications between the Coast Guard, Corps of Engineers and the people who use the rivers - the pilots.

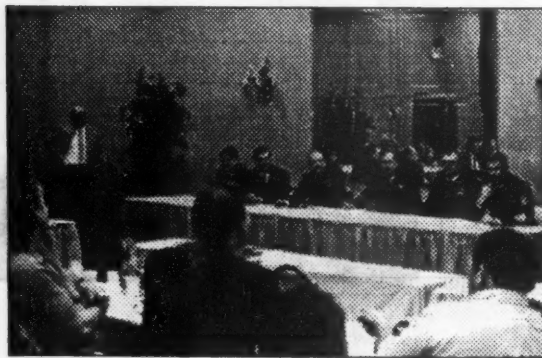
During the intensive nine-hour talks Coast Guard and COE officials made presentations on their present and future river operations, and received feedback from nearly all the pilots present.

Among the "hotter" topics were channel depths, gambling boats, placement of buoys and lights, efficient ways of reporting outages, quicker response times for buoy changes in fluctuating river levels, and licensing renewals.

This conference is one of the few chances that river laymen get to address the issues that affect their livelihood to the agencies that control the rivers.

"Without this, we have no chance to make a difference," John March, a pilot for Southern Towing of Memphis said, "We need the chance to try and express our opinions and needs."

His view was shared by most of the pilots present.



Coast Guard and Army Corps Personnel, Answer questions from river pilots in one of the many afternoon panel discussions.

When Brick Walls Come In Coast Guard Blue

By LCDR Paul Gauthier, District TQM Coordinator

"What do I do if my boss doesn't believe in this TQM Stuff?" is a question I get from most mid-grade petty officers. I wish that I could tell you that every corner of the Coast Guard is run as a quality organization, but we both know that it isn't true yet. However, that doesn't mean that there is nothing that you can do to bring TQM to your small part of the Coast Guard.

One of the bedrock principles of quality awareness is that the person doing the work is often the best source of ideas on ways to do a better job. The person closest to the customer, whether the customer is a vendor, mariner or other member of the Coast Guard, best knows what

the customer really needs. I know, you said that your boss doesn't want to listen to your ideas.

If you can't use the TQM tools and ideas that you were taught with your boss, then use them with your co-workers. You and the other members of your section are a Natural Work Group whether or not your boss says so. So get your group together, focus on an area for improvement that you can handle among yourselves, go talk to your customers and then, if your solution is safe, moral, ethical and legal - do it. Your team will succeed and once they do, tell your boss. Your success will make him look good. Nothing makes a boss nicer to live with than having subordinates that make him look good. Make him look good often enough and maybe he'll take a

second look at TQM.

If all these efforts at "boss conversion" fail, don't get discouraged. You will not be a Class Petty Officer forever, nor will you be your only Coast Guard assignment. As you move through the service, take your TQM tool kit with you. More and more, the Coast Guard is appreciating the real value of a member who understands that his or her work is a chain between customers and suppliers and then brings those customers and suppliers together as a team to do the right thing the right way. Come by or call anytime you need some with that new Natural work group. Remember, you can't change the wind, but you can trim the sails.

Continued From Page 1

undertaking, so we assigned more instructors to the trip. We expanded the course by adding a week to our normal one-week course. A lot more planning went into this trip. It was a big production for us."

BM2 Leo Galindo, GM1 Brad Anderson, GM1 Norm Larkee, GM2 Greg Lawson and BMC J. W. Cossaboom were assigned the task of training the 37 aspiring boarding team members. Providing instruction that covered such a broad range of topics for so many people was a first for the team.

"This is the first time we took such a large group with no background and got them up to speed to where they are boarding team member qualified," Agen said.

"We've already received calls from the graduates saying they've started putting their training to use in the field," Agen said. "They're looking at the law enforcement aspect of their jobs and doing things they would not have thought of had it not been for the class."

The rate at which the Second District will expand its law enforcement activities is still not certain. Billets need to be filled, resources procured and funds allocated. However it is certain that just as the members of the Revenue Cutter Service climbed over the rail to serve justice, so shall the members of the Second

District. The boarding program in St. Louis has been given a firm foundation on which to build and expand, a foundation that is as deep as the roots of the Coast Guard's maritime law enforcement mission.



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Group Lower Retires Two CWOs, 50 Years

By PA2 W. Scott Epperson

Two Chief Warrant Officers from Group Lower Mississippi River said good-by to the Coast Guard, Second District and shipmates Feb. 26, at retirement ceremonies held at the Naval Air Station in Memphis, Tenn.

CWO4 Richard C. Cooke and CWO4 Jan E. Snodgrass finished their Coast Guard careers with a combined total of 50 years of Service.

Cooke, a native of South Hempstead, N.Y., retired with 26 years and a list of duty stations that spans the entire country. From New Jersey to California, Alaska to New Orleans, Cooke had seen his share of the Coast Guard.

He was first assigned to the Second District when he commanded the cutter *Dogwood* a river tender homeported in Pine Bluff, Ark. Upon the decommissioning of the *Dogwood* in August of 1989, Cooke was transferred to Group Lower Mississippi River and became the last Chief Warrant Officer to command a Second District river tender. Cooke has remained there as Operations Officer till now.

January 1969 saw the beginning of 24 years of service for Jan Snodgrass in the engineering specialty of the Coast Guard. A native of Selah, Wash. Snodgrass's first duty out of Engineman "A" School was



CWO4 Cooke (left) and CWO4 Snodgrass (right) after their retirement ceremony. Between the two Warrants they retired with an accumulated total of 50 years active service.

the cutter *Kikui* out of Honolulu, Hawaii.

From that point on he would spend most of his career before coming to the Second District in Washington state, where he hopped from station to cutter to district.

His first assignment in the Second District was Group Upper Mississippi River, Keokuk, Iowa, where he served as Engineering Officer, a position he held until he became Group Lower's Engineering Officer in 1991.

Both Cooke and Snodgrass received the Coast Guard Commen-

dation Medal and certificates of appreciation were given to Judi Cooke, wife of Richard and to Jan Snodgrass for his wife who could not attend.

Both CWO's leave behind varied and rich careers in the Coast Guard.

"Between the two of them, they have done it all and have done it very well indeed," LCDR David Gomez, Group Lower Commander said, looking out over the room of family and friends of the retirees. "Chief Warrant Officer's Cooke and Snodgrass certainly have made a difference."

April is Month of
the Military Child



History

The Louisville Lifeboat Station

by PA2 W. Scott Epperson

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When the first Coast Guard officer reported to the 15th Lighthouse District in St. Louis in 1939, there were only three Coast Guard facilities in the area between the Allegheny Mountains and the West Coast, and the Great Lakes and the Gulf of Mexico.

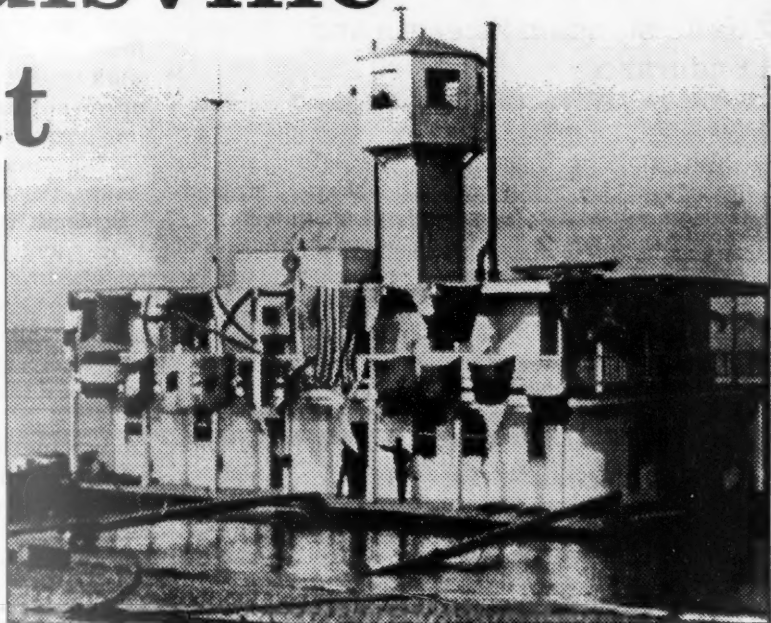
Two of these were cutters. The third was a lifeboat station in Louisville, Ky.

Authorized by an act of Congress in 1880, the Louisville Lifeboat Station was constructed at the Howardville Shipyards in Jeffersonville, Ind. by H. T. Cook and John McHenry.

Made of wood, this floating station was put into service on Nov. 3, 1881.

The only one of its kind on the inland rivers of the United States, the station was established because of the tricky currents and eddies associated with the falls on the Ohio River at Louisville.

The station maintained a 24-hour lookout warning boats away from the falls and assisting boaters in



(above) The Louisville Lifeboat station as it looked in the early 1900's.

(below) The station as it looked till 1973 when it was decommissioned and turned over to the City of Louisville

distress.

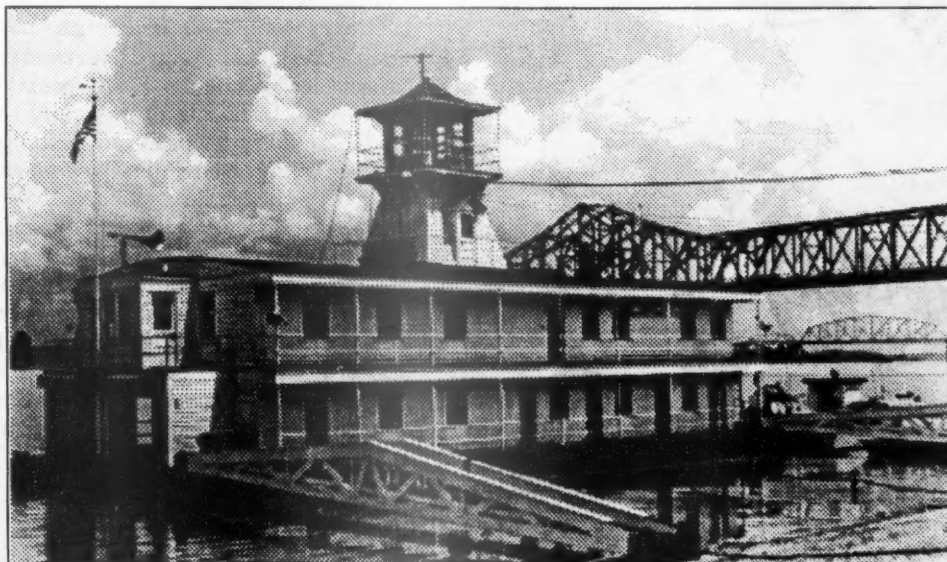
Station personnel also maintained river lights from Madison, Ind. to Shawneetown, Ill. and assisted civil authorities in river-related matters. One of the major responsibilities of the station was body recovery.

The Louisville Lifeboat Station joined the Coast Guard in February 1915 as a result of the Steamer *Queen City* going over the falls in February 1914.

While the original station was put into service in 1881, in 1903 it was replaced by a similar station that served

until 1925. It was then that a modern steel hull station, built in Dubuque, Iowa, was put into service. This new station served the Coast Guard until 1973 when it was decommissioned.

The old station still remains on the Louisville waterfront today, being used as offices for the *Belle Of Louisville*, an excursion river boat.



MUSCULAR PERFORMANCE

Understanding Strength and Endurance

by YN2 Jerry Ferman, D2 Wellness Program Coordinator

Muscular Performance - how effectively our muscles use energy - is a combination of muscle strength and endurance. In a person who is muscularly "fit," energy goes further. Since muscles make us move and support our bodies, muscularly fit people tend to have more resistance to muscle and joint injury, greater range of motion, and improved posture.

Defining Performance

Muscular performance is a combination of strength (the maximum force a muscle can exert) and endurance (the muscle's ability to make repeated contractions against resistance). The key principle in developing muscular performance is resistance. Exercises such as

push-ups, where your muscles work against a resisting force, are called resistance exercises. The force you work against can be your own body weight (as in push-ups) or an external force (as in weight-lifting). The idea is to progressively increase the load a muscle can bear so that muscles become larger, stronger, and more efficient.

Strength is developed through progressive resistance training (PRT) - progressively "overloading" the muscle. Increasing the force that a muscle must resist builds strength. Endurance is developed through interval training-alternating short periods of exertion with recovery periods. Increasing the number of times you repeat the exertion (repetitions) builds endurance.

Improving Performance

For developing optimum muscular performance, both strength and endurance exercises are necessary. For most people, it is helpful to concentrate on the major muscles used for performing daily activities - the arms, legs, and abdominals. However, you can tailor your conditioning program to your specific needs. For instance, professional athletes gear their workouts toward the specific muscle groups used in their sport-runners concentrate on leg muscles, tennis players on the arms, and so forth. Similarly, if your job requires frequent lifting you would benefit by concentrating on the muscles that support the back - the leg and abdominal muscles. Or, if you are a "weekend athlete," you reduce your risk of injury by conditioning the muscles you use in your activity-the arm and leg muscles for softball, for example.

Fit To Perform

Fit muscles perform better - not only for sports and athletics, but for everyday activities as well. To build muscular performance, remember that muscles need to be "overloaded" on a regular basis-about three times a week. Build up gradually - the load your muscles resist should be progressively increased in small increments-increasing the load too much or too soon can result in injury. Finally, remember that fit muscles are also flexible, so try to incorporate gentle static stretches and joint mobility exercises into your overall muscular fitness routine. Muscular fitness is a critical part of your total fitness plan. Fit muscles can not only help you perform better, but can help you feel and look better, too.



If care is unavailable from a local Military Treatment Facility, your unit can request funding from MLC for up to three additional sessions with an appropriate provider in the local area to confirm diagnosis.





Jean Reed, family representative for the Second District Staff and District Ombudsmen Coordinator receives a letter of appreciation from RADM Norman T. Saunders, Mar. 30, for Ombudsman Appreciation Day.

Ombudsmen Appreciation Day

March 26 1993

March 26 was Ombudsmen Appreciation Day throughout the Coast Guard. This day recognizes these volunteer spouses and shows the Coast Guard's thanks for the valuable time they give to help us take care of our own.

As a Coast Guard family we encounter both triumphs and hardships in our every day routines. Just accomplishing our daily missions can create stresses and situations that effect our "family" including

our spouses and children. Questions about housing, pay, benefits and a myriad of other Coast Guard related subjects can arise when a member is away for duty.

Because of this, the Coast Guard solicits trustworthy spouses at each unit to become Command Family Representatives, or "Ombudsmen."

To ease the burdens and positively affect the welfare of Coast Guard families, Ombudsmen act as a link between those families and

the commands, answering questions and assisting in Coast Guard matters with the commands.

The Second District has 17 Ombudsmen at various units throughout our 22-state area. Each of these representatives is a valuable asset to the command.

They help us in our daily and family routines. They also let the families know that the command cares about their welfare too.

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